

CHAPTER 101

GENERAL PASSENGER MOVEMENT PROVISIONS

A. PURPOSE

1. This regulation prescribes policies and procedures and assigns responsibilities for performing traffic management functions initiated or sponsored by Department of Defense (DOD) activities, to include the transportation and movement of passengers.
2. It also prescribes standard data elements, codes, formats, documents, forms, rules, methods, and procedures required by DOD Components, other United States (US) Government Agencies/civil authorities, and users of the Canada-United States Integrated Lines of Communication in the transportation and movement of passengers to, within, and outside the Defense Transportation System (DTS).
3. Defense Transportation Regulation (DTR) procedures apply to the Army, Navy, Air Force, Marine Corps, Defense Logistics Agency (DLA), Defense Contract Management Agency (DCMA), Coast Guard, General Services Administration (GSA), United States Transportation Command (USTRANSCOM) and its Transportation Component Commands (TCCs), and other activities/agencies using the DTS. In some cases, when moving passengers by commercial carriers, only selected procedures and data elements are used.

B. POLICY

1. USTRANSCOM, in conjunction with the Services and theater Commanders (CDR) (Unified CDRs, Theater CDRs, and Combatant CDRs are synonymous), provides technical direction and supervision over all traffic management functions incident to DOD passenger, cargo, mobility, and personal property movements within the DTS during peace and time of war.
2. DOD activities are required to use the DTS services outlined in this regulation except when they are Service-unique or theater-assigned assets. Required DTS services, for the purpose of this regulation, include all services provided by TCCs and other agencies on their behalf.
 - a. Deviations or exemptions will not be approved unless the user establishes that the DTR does not provide workable methods or procedures. The DTR accommodates technological improvements; however, prior to tests of innovative procedures within selected segments of the DTS, the DTR Administration Office and all agencies concerned will be advised. DTR users involved in the development of advanced logistics systems will establish liaison with the DOD DTR System Administrator. In addition, Service, CDRs, and Agency mobility plans will recognize DTR documentation requirements.
 - b. Maximum use will be made of Automated Information Systems (AIS), Defense Switched Network (DSN), Electronic Data Interchange (EDI), Electronic Mail (e-mail), Facsimile (FAX), Worldwide Web (WWW), Automated Identification Technology (AIT), and the Defense Data Network (DDN) to speed the exchange of DTR data. Services, agencies, and theater commands establish communications methods for clearance authorities, terminals, and related activities requiring DTR data.

- c. DTR documents are not classified unless the sponsoring Service assigns a security classification In Accordance With (IAW) DOD Regulation (DODR) 5200.1-R, Information Security Program. GSA assigns a security classification IAW Office of the Administrator Publication 1025.2D, HB, Classified National Security Information. When so classified, the integrity of the classification is protected within the DTS.

C. INDIVIDUAL MISSIONS, ROLES, AND RESPONSIBILITIES

1. The Assistant Deputy Under Secretary of Defense (Transportation Policy) (ADUSD[TP]) will:
 - a. Establish transportation and traffic management policy and oversee implementation of policy for effective and efficient use of DOD and commercial transportation resources.
 - b. Chair the DOD Transportation Policy Council, which provides a forum for coordinated review of DOD transportation policies, systems, and programs.
2. The Service Secretaries will:
 - a. Assign their transportation commands (Military Surface Deployment and Distribution Command [SDDC] of the Department of the Army, Military Sealift Command [MSC] of the Department of the Navy, and Air Mobility Command [AMC] of the Department of the Air Force) in times of peace and war to the CDR, USTRANSCOM as TCCs under USTRANSCOM Combatant Command (COCOM).
 - b. Assign common-user transportation assets of the military departments to the USTRANSCOM COCOM, except for those Service-unique or theater-assigned transportation assets.
 - c. Program, budget, organize, train, and equip forces for assignment to USTRANSCOM.
 - d. Resource and manage their transportation programs, which include base/installation transportation operations, and issue supplemental policy, procedures, and traffic management guidance in support of those operations.
 - e. Establish procedures to ensure effective use and control of Commercial Travel Offices (CTOs). Maintain a current list of CTOs serving DOD installations under their jurisdiction.
 - f. Identify the approval authority for the establishment or retention of in-house travel offices.
3. The Chairman of the Joint Chiefs of Staff (CJCS) will:
 - a. Staff and submit to the Secretary of Defense (SECDEF), through the Deputy Under Secretary of Defense (Logistics and Material Readiness) (DUSD [L&MR]), USTRANSCOM, and other officials, for approval:
 - (1) Changes to procedures for submission of transportation movement requirements to USTRANSCOM.
 - (2) Changes to the transportation movement priority system to ensure its responsiveness to the CDRs requiring transportation services.

- b. Recommend forces for assignment to USTRANSCOM to the SECDEF for approval, IAW 10 United States Code (U.S.C.), Section (§) 162, Combatant Commands: Assigned Forces; Chain of Command.
- 4. The Service or Agency Headquarters (HQ) transportation staffs will:
 - a. Provide technical direction, management, and evaluation of the passenger traffic management aspects of the DOD transportation movement program, subject to the overall guidance, policies, and programs established by their Service or Agency and USTRANSCOM.
 - b. Ensure efficient, responsive, and quality transportation services and compliance with governing laws, directives, and regulations.
 - c. Direct development and implementation of DOD, Service, or Agency transportation policies, procedures, and programs.
- 5. USTRANSCOM will:
 - a. Exercise COCOM of AMC, MSC, and SDDC in times of peace and war.
 - b. Exercise COCOM of all assigned transportation assets of the military departments except for Service-unique or theater-assigned transportation assets, i.e., C-130 aircraft, port handling equipment and other transportation assets.
 - c. Provide management support for Service-unique or theater-assigned transportation assets when agreed to by USTRANSCOM and a Service Secretary or a CDR of a unified command, or when so directed by the SECDEF.
 - d. Submit to the SECDEF, through the CJCS, the DUSD (L&MR), and such other officials, for approval any changes to transportation, fiscal, procurement, or other DOD policies to implement this regulation.
 - e. Establish and maintain relationships between the DOD and the commercial transportation industry to develop concepts, requirements, and procedures for the Civil Reserve Air Fleet (CRAF), and the Voluntary Intermodal Sealift Agreement (VISA). Any procedures so developed will take effect upon approval by the SECDEF.
 - f. Ensure that transportation policy, procedures, and data requirements are fully integrated with overall DOD logistics interfaces.
 - g. Provide air, land, and sea transportation in peace and war as the DOD single manager for transportation other than Service-unique or theater-assigned transportation assets. USTRANSCOM will align traffic management and transportation single manager responsibilities to achieve optimum responsiveness, effectiveness, and economy in times of peace and war and will perform such additional functions as outlined below:
 - (1) Exercise COCOM of all assigned forces, to include organizing and employing forces to carry out assigned missions and providing forces in support of other unified commands. USTRANSCOM will exercise COCOM through the TCCs. USTRANSCOM will direct AMC, MSC, and SDDC to perform missions and related responsibilities as noted in

Paragraphs C.8, C.9, C.10, and C.11 of this Chapter or as may be necessary to carry out USTRANSCOM-assigned missions.

- (2) Apply apportioned/allocated strategic mobility resources as directed by the SECDEF.
- (3) Prescribe procedures for the submission of transportation requirements by the DOD Components to USTRANSCOM.
- (4) Provide management support for Service-unique or theater-assigned transportation assets, to include pre-positioned ships, to the Secretaries of the military departments and the CDRs of unified commands at the direction of the SECDEF, or upon request of the Service Secretary or CDR concerned.
- (5) Develop, prioritize, and make recommendations through the Joint Chiefs of Staff (JCS) to the Secretaries of the military departments and the DUSD (L&MR) on the capability, capacity, characteristics, design, and other requirements for mobility assets needed to execute DOD common-user transportation and strategic mobility objectives. Identify and support programming requirements, along with capital investment strategies, via the Planning, Programming, and Budgeting System.
- (6) Establish and maintain relationships between the DOD and the commercial transportation industry (in coordination with the Department of Transportation [DOT]/Maritime Administration [MARAD], Federal Aviation Administration [FAA], and the National Transportation Safety Board) to promote the seamless transition from peace to war and improve interfaces between the DOD and industry.
- (7) Manage the Transportation Working Capital Fund (TWCF) financial operations, to include programming, budgeting, accounting, and reporting. Provide guidance for standardization of rates, regulations, and operational policies and procedures.
- (8) Develop and implement, in coordination with the military departments, TWCF manpower management policy to maintain USTRANSCOM visibility and adequate control of common-user transportation manpower and personnel assets. Establish procedures to program, account for, and document TWCF military and civilian manpower and personnel. Assess the functional impact of proposed manpower increments and decrements to the common-user transportation functions and recommend changes through the CJCS IAW DODD 5158.4 United States Transportation Command.
- (9) Control assigned funds made available from the National Defense Reserve Fleet for operations, maintenance, and lease of national defense sealift vessels operated under the TWCF.
- (10) Review and analyze Service-proposed organizational and mission changes within the TCCs that impact on the ability of USTRANSCOM to carry out assigned responsibilities.
- (11) Ensure the effective and efficient use and control of US Government-owned or commercial strategic mobility resources and capabilities available to the DOD.
- (12) Through the TCCs, coordinate and implement transportation and acquisition policy and ensure peacetime and wartime procedural compatibility. Assume financial

responsibility through the management of the TWCF account and participate in the acquisition planning, monitoring, and overseeing of TCC procurement execution. Develop acquisition strategies for execution by the TCCs to accomplish USTRANSCOM missions. Excluded from these procedures are responsibilities specifically reserved to the Head of the Contracting Activity.

- (13) In support of the Service heads of an Agency, take action to facilitate the resolution of USTRANSCOM-unique requirements related to the procurement of transportation services.
- (14) Coordinate the forecasting and execution of validated transportation requirements on behalf of the DOD in both peace and war, to include channel approval. Advise the Joint Staff (JS) and other DOD Components when there is insufficient capability to meet requirements and make recommendations for actions to alleviate the shortfall.
- (15) Disseminate the necessary information to the DOD and Service authorities to facilitate the smooth flow of programming requirements, transportation movement requirements, and other pertinent information to ensure effective transportation operations within the DOD.
- (16) With the approval of the SECDEF and IAW the Memoranda of Understanding (MOU) with the DOT/MARAD, augment, as necessary, the strategic mobility capability by activating strategic reserve or mobilization programs, such as CRAF, Ready Reserve Force (RRF), and VISA. Develop policies, requirements, concepts, and procedures and provide direction and oversight for the CRAF, RRF, VISA, and other established mobilization programs as assigned.
 - (a) Upon approval of the SECDEF and in coordination with the Secretary of Transportation (SECTRANS), USTRANSCOM will activate the RRF to meet operations/contingencies/CJCS exercises or, as prudent, take advance action to coordinate and plan with the DOT/MARAD the possible RRF activation in anticipation of actual requirements. When military operations require civil shipping support, advise the DOT/MARAD that activation of the VISA is under consideration and request that the DOT/MARAD prepare an economic impact statement. Forward a recommendation to the SECDEF and transmit, for signature, a proposed memorandum to the SECTRANS requesting concurrence in the activation of the VISA. Upon approval of VISA activation, direct MSC to arrange with ship operators for the acquisition of particular ships.
 - (b) Activate, with concurrence of the SECDEF, any CRAF stage or segment to fulfill commercial air augmentation of the DOD airlift fleet.
 - (c) Recommend, through the SECDEF, in coordination with the SECTRANS, the necessary Presidential action to enable requisitioning of ships IAW 46 U.S.C. § 1242, Shipping, and 50 U.S.C. § 196, Emergency Foreign Vessel Acquisition; Purchase or Requisition of Vessels Lying Idle in United States Waters.
- (17) Serve as the principal DOD focal point with the DOT/MARAD on RRF issues, to include fleet composition, activation, maintenance, and readiness standards IAW MOU and/or Memorandum Of Agreements (MOA).

- (18) Monitor and evaluate Service readiness programs for active and reserve component units that support USTRANSCOM missions.
- (19) Coordinate with the unified commands for the protection of USTRANSCOM assets, Host Nation (HN) transportation, negotiate/review international support agreements, and other related support to USTRANSCOM forces.
- (20) Within mission responsibilities, maintain oversight of those dockets, proposals, and notices of federal, judicial, state, municipal, or other US Government agencies, and commercial entities on rates and services that may affect military transportation and traffic management needs and authorities. Alone or through the components, represent the DOD, or coordinate with DOD or other US Government agencies on legislative, legal, or regulatory issues to protect or promote DOD transportation interests IAW DOD Instruction (DODI) 4500.17, Proceedings Before Transportation Regulatory Bodies.
- (21) Negotiate and consummate support agreements, assignments, and delegations of functions and authority, as required IAW DODI 4000.19, Interservice and Intragovernmental Support, and act as the Point of Contact (POC) for operational agreements within the DTS.
- (22) Nominate the chairperson of the Transportation Committee of the Defense Acquisition Regulatory Council. The Transportation Committee chairperson manages the formulation and evaluation of proposed transportation acquisition policy for inclusion in acquisition regulations.
- (23) Conduct deliberate and execution transportation planning for DOD Components IAW the Joint Strategic Planning System (JSPS) and the Joint Operation Planning and Execution System (JOPEs).
- (24) Act as facilitator for all meteorological and oceanographic data used in deliberate and execution planning conducted IAW the JSPS and JOPEs.
- (25) Integrate, in coordination with the DOD Components and the transportation industry, the DOD transportation-related Command, Control, Communications, and Computer Systems (C4S) by maintaining the Global Transportation Network (GTN). USTRANSCOM will coordinate and provide worldwide GTN training.
- (26) Promote the development, production, and fielding of transportation and C4S that enhance the effectiveness of the DTS and establish a C4S requirements baseline and validate emerging C4S requirements to ensure integration and efficiency of developing systems with existing systems.
- (27) Act as the DOD administrator for all transportation data to ensure the automated systems supporting the DTS are compatible and/or interoperable in support of Corporate Information Office goals and objectives. Establish and coordinate transportation data standards and protocols and provide transportation data for the logistics portion of the Defense Data Repository System.
- (28) Serve as the program manager for Defense Transportation Electronic Business.

- (29) Serve as DOD single manager for intertheater medical regulating. Conduct Continental United States (CONUS) medical regulating by exercising authority, direction, and control over the Global Patient Movement Requirements Center (GPMRC). Provide the systems, policies, and procedures to regulate patients into other theaters from combat theaters. Maintain, train, and deploy medical regulating teams (Category A reservists).
- (30) Serve as the principal focal point to develop, coordinate, and execute a DOD strategy for production of transportation intelligence to satisfy strategic mobility requirements; develop DOD standards for transportation intelligence products; and coordinate the transportation intelligence production efforts of other organizations under the Distributed Production Program. Produce transportation intelligence in support of USTRANSCOM and component mission planning and execution.
- (31) Propose DOD intermodal system policies for the SECDEF approval and prescribe procedures for implementation. Advocate DOD intermodal system programs that will optimize strategic mobility.
- (32) Provide direction and oversight for the Joint Logistics Over-the-Shore Program.
- (33) Act as lead agent for transportation publications, as assigned by the CJCS or SECDEF.
- (34) Serve as the DOD advocate to incorporate effective transportation engineering techniques and characteristics into DOD transportation processes, equipment, and facilities.
- (35) In coordination with other agencies, provide direction and oversight for all matters dealing with the transportation of Hazardous Material (HAZMAT).
- (36) Provide direction and oversight of commercial passenger airlift and other quality control programs affecting transportation operations.
- (37) Perform continuing analysis of the DTS to improve the quality of service to the customer. Change procedures to enhance customer service and make recommendations to the JS and SECDEF for policy changes.
- (38) Designate, in consultation with the Services, CONUS Seaports of Embarkation (SPOEs), Aerial Ports of Embarkation (APOEs), Seaports of Debarkation (SPODs), and Aerial Ports of Debarkation (APODs) for deploying/redeploying forces and sustainment during planning and execution. Make recommendations to the theater CDRs for designation of Outside Continental United States (OCONUS) SPOEs/SPODs/APOEs/APODs and/or embarkation for redeploying and/or deploying forces and sustainment during planning and execution.
- (39) Establish Command Arrangement Agreements (CAAs) with the unified commands and enter into a MOA/MOU with other agencies to execute USTRANSCOM missions.
- (40) Provide operational reports as required by DODI 4100.31, Reports on Single Manager Operations.

- (41) Communicate and coordinate directly with all DOD Components and with other departments and agencies of government in matters relating to USTRANSCOM missions.
 - (42) Serve as the DOD focal point for all international cooperative airlift agreements.
 - (43) Furnish, through the CJCS, for SECDEF approval, changes to DOD transportation policy.
 - (44) Perform approval authority functions by coordinating all DTR changes with the Services and DLA.
 - (45) Perform other missions, as directed by the SECDEF.
6. The Joint Mobility Control Group (JMCG).
- a. The JMCG consists of the Deployment Distribution Operations Center (DDOC), GPMRC, Joint Intelligence Center-Transportation (JICTRANS), the TCCs Command and Control (C2) centers and the Joint Operational Support Airlift Center (JOSAC).
 - b. The JMCG exemplifies the concept of centralized control and decentralized execution of DTS movement requirements and is the focal point to orchestrate and optimize DTS operations in support of the unified CDRs and other customers. The JMCG improves DTS efficiency and effectiveness through maintaining better visibility of transportation assets and requirements, providing alternative recommendations on transportation options, eliminating redundant functions, improving operations modeling and feasibility estimation, and improving coordination between USTRANSCOM C2 nodes. It provides for an operational environment where execution functions remain at the TCCs. The JMCG overarching responsibilities include:
 - (1) Enacting USTRANSCOM's responsibility as the single manager of the DTS.
 - (2) Bringing US transportation resources to bear against any movement task.
 - (3) Providing visibility of all movement requirements.
 - (4) Providing C2 of global mobility forces and other assets.
7. The DDOC. The USTRANSCOM DDOC is the single location for managing all movement requirements. The DDOC is comprised of requirements and customer service teams and includes a meteorological and oceanographic cell, a medical cell, and an intelligence representative. The DDOC serves as the single face to the customer on all requirements moving within the DTS. The DDOC also performs:
- a. Transportation feasibility analyses.
 - b. Deployment estimates.
 - c. Cost estimates.
 - d. Requirements confirmation.

- e. Shortfall identification.
 - f. Mode selection.
 - g. Requirements consolidation recommendations.
8. TCCs (AMC, SDDC, and MSC) will:
- a. Take all required actions within law, executive order, and regulation to support USTRANSCOM in executing their missions.
 - b. Ensure the effective and efficient use of USTRANSCOM-controlled and commercial transportation services for the DOD.
 - c. Prepare recommendations for USTRANSCOM on the design, specifications, and equipping of strategic mobility assets. In collaboration with Government agencies, study, analyze, and recommend improvements in strategic mobility systems.
 - d. Develop, establish, and operate data systems, within the technical and functional parameters and standards established by USTRANSCOM and in coordination with ADUSD (TP), to integrate DOD transportation information worldwide and provide transportation and In-Transit Visibility (ITV) data for the CDRs and DOD Components
 - e. Manage TWCF activities, incur obligations and costs to perform the activity mission, prepare and submit TWCF required transportation financial reports to USTRANSCOM/Office of the Secretary of Defense (OSD), and identify to USTRANSCOM any impediments to achievement of performance cost goals.
 - f. Submit to USTRANSCOM for coordination and analysis any proposed major organizational or manpower changes affecting TWCF functions that would result in activity closure or reduction-in-force of civilian personnel.
 - g. Identify the split between common-user transportation and Service-unique manpower assets in coordination with USTRANSCOM and the military departments. Identify common-user (TWCF funded) manpower and assigned personnel with discrete Program Element Code (PEC) or other agreed upon coding established and controlled through USTRANSCOM. Plan, program, budget, account for, and maintain manpower authorization documents for TWCF funded manpower. Coordinate all TWCF funded manpower adjustments with USTRANSCOM. Notify USTRANSCOM of any Service-levied manpower or personnel ceilings, constraints, or restrictions impacting TWCF assets.
 - h. Submit acquisition packages for procurement of USTRANSCOM-related transportation services and equipment to USTRANSCOM for review and coordination.
 - i. Develop and submit TWCF program and budget submissions and associated reports to USTRANSCOM IAW established procedures.
 - j. Notify USTRANSCOM, IAW established procedures, of the receipt or initiation of any claim by or against a contractor in excess of \$1 million.

- k. Submit to USTRANSCOM, for forwarding to higher HQ, all prepared statements and supporting material for congressional hearings and proposed legislative packages. Submit to USTRANSCOM copies of responses to congressional inquiries relating to common-user, DTS initiatives.
- l. Submit to USTRANSCOM, for forwarding to higher HQ, all prepared responses to audit reports relating to common-user, DTS issues. Report to USTRANSCOM all DTS-related internal control weaknesses identified under DODD 5010.38, Management Control (MC) Program.
- m. Recommend to USTRANSCOM policies and programs on the effective acquisition of freight and passenger transportation services from all modes of transportation within the CONUS and OCONUS.
- n. Review and analyze such proposals, notices, decisions, regulations, laws, of federal, state, and local agencies, courts, legislatures, and commercial entities that affect the USTRANSCOM mission.
- o. Provide program and budget submissions to the military departments for strategic mobility requirements IAW established procedures. Keep USTRANSCOM informed of the status of these requirements while Service programs are under development and after completion of their Program Objective Memoranda.
- p. Review, analyze, and submit recommendations to USTRANSCOM on Consolidation and Containerization Points (CCPs) after coordination with DLA.
- q. Perform strategic deployment analysis of transportation systems. Analyze constraints and capabilities of DTS modes and subsystems that support strategic mobility. Coordinate with other DOD Components on installation outload capability and enhancement programs.
- r. In coordination with USTRANSCOM, develop MOA and MOU and other similar documents necessary to formalize commitments of transportation services within the limits of the policies prescribed by this regulation. Examine all such documents to bring them in compliance with this regulation and submit them to USTRANSCOM for approval prior to final signature.
- s. Provide deliberate and execution-planning support to USTRANSCOM to ensure effective and efficient use and control of transportation assets and services.
- t. Provide USTRANSCOM with copies of internal regulations concerning the acquisition of transportation services. Coordinate with USTRANSCOM all changes, revisions, and new internal regulations that would either require subsequent action from USTRANSCOM or that would supplement specific USTRANSCOM guidance previously received.
- u. Provide recommendations for and information pertaining to diversions of cargo, personal property, and passengers within the DTS. Diversions will be made only with concurrence of the affected shipper, Service, Agency, or CDR.
- v. When designated, develop and publish transportation publications as assigned by USTRANSCOM.

- w. Serve as the USTRANSCOM POC for the establishment, amendment, or clarification of rules and regulations of the regulatory bodies governing safe and secure transportation of explosives and other HAZMAT.
 - x. Inform USTRANSCOM of Service-assigned missions.
 - y. AMC, MSC, and SDDC make port software changes.
 - z. Procure commercial transportation services, to include data reporting requirements.
 - aa. Support deliberate and crisis action transportation planning and execution for DOD Components IAW the JSPS and JOPES, including entry of scheduling and movement data.
 - bb. Promote the requirements, development, protection, and fielding of C4S to support ITV for transportation.
 - cc. Perform other mission tasks as directed by USTRANSCOM.
9. The CDR, AMC will:
- a. Act as single manager, on behalf of USTRANSCOM, for airlift, intertheater, intratheater, and CONUS aeromedical evacuation, aerial refueling support, and support services to the DOD Components as required by USTRANSCOM.
 - b. Be responsible for all airlift procurement and negotiation and serve as the single face to industry for airlift matters.
 - c. Recommend the size of passenger groups and the size of release unit cargo, in conjunction with USTRANSCOM and affected DOD Components.
 - d. Prepare short-range and long-range forecasts of strategic air transportation requirements and match them with capabilities of the DOD, based on an evaluation of requirements.
 - e. Procure all commercial air mobility services. Administer and negotiate the GSA Airline City Pairs Contract in conjunction with GSA and in coordination with DOD components.
 - f. Administer and execute the CRAF program. Recommend to USTRANSCOM the activation of CRAF, to include required stage(s) and/or segment(s) to meet airlift/aeromedical requirements. Prepare documentation to activate the CRAF and 49 U.S.C. Chapter 443, Insurance. Obtain Secretary of the Air Force Indemnification Program activation and waivers. Monitor and manage AMC-assigned missions of these forces upon activation.
 - g. Perform capability inspections (semi-annually) necessary to certify air carriers for the safe movement of DOD cargo and passengers. Interface with other Federal Agencies to determine civil air carrier eligibility and suitability to provide service.
 - h. Operate a worldwide passenger reservation system for international travel aboard AMC transport aircraft and commercial contract airlift.
 - i. Provide USTRANSCOM information on the availability of AMC organic and controlled commercial strategic air mobility capability.

- j. Through USTRANSCOM, serve as the DOD focal point for international cooperative airlift agreements.
- k. Provide host support for USTRANSCOM, including contracting and personnel support.
- l. Operate, or arrange for operation of, common-user aerial ports/air terminals within the CONUS or OCONUS based on agreements with the theater CDRs, to include contracting for terminal services.
- m. Act as the sole negotiator within the CONUS with commercial firms on rates and other matters incidental to air transportation of freight.
- n. Provide USTRANSCOM information on the availability of AMC-owned and AMC-controlled commercial air mobility capability.
- o. Act as single POC with commercial airline industry for USTRANSCOM for procurement of DOD domestic and international airlift services.
- p. Perform contract air administration duties and implement a quality assurance evaluation program for contract commercial airlift services.
- q. Determine and arrange the best means available for obtaining supplemental surface transportation in conjunction with Special Assignment Airlift Missions (SAAM), i.e., bus service incidental to commercial air movement.

10. The CDR, SDDC will:

- a. Provide surface and surface intermodal traffic-management services, common-user ocean terminal support, and transportation engineering support to the DOD Components as directed by USTRANSCOM. Provide rates (other than intermodal rates, including ocean rates), routing, and carrier performance quality control.
- b. Negotiate rates and other matters incidental to surface transportation of freight, passenger, and personal property within the CONUS and, as directed by USTRANSCOM, intermodal rates.
- c. Negotiate and administer the DOD Personal Property Shipment and Storage Program, as directed by the USTRANSCOM, administer the DOD Privately-Owned Vehicle Import Control Program, and act as the sole negotiator, worldwide, with commercial firms on rates and other matters incidental to storage services for all personal property.
- d. Operate, or arrange for operation of, common-user ocean terminals within the CONUS or OCONUS based on agreements with the theater CDRs, to include contracting for terminal services.
- e. Administer the US Government car/van/truck rental program.
- f. Administer the surface commercial carrier quality assurance program.
- g. Administer the DOD Worldwide Cargo Loss and Damage Reporting Analysis System.
- h. Provide ocean cargo booking for the DOD Components.

- i. Arrange for movement of DOD-sponsored surface export cargo and act as the ocean cargo clearance authority IAW this regulation.
- j. Serve as the USTRANSCOM agent for highways, pipelines, ports, and railroads for national defense and administer other modal national defense programs as directed by the SECDEF.
- k. Provide operational management of defense intermodal common-user containers and establish a worldwide DOD surface container management and control system.
- l. Provide USTRANSCOM with information on the availability of SDDC-controlled commercial mobility capability.
- m. Prepare forecasts of ocean and maritime common-user transportation services based on the requirements of the DOD Components.
- n. Consolidate peacetime shipper service and unified commands surface transportation requirements and provide these to MSC. During contingency or wartime, assist USTRANSCOM with the clarification and consolidation of surface requirements from supported unified CDRs.
- o. Operate an Operations Center with the mission to serve as the single USTRANSCOM focal point for the execution of surface intermodal movements within the DTS and with the following responsibilities:
 - (1) Procure and book surface intermodal movement requirements.
 - (2) Maintain intermodal shipping schedules and the Integrated Booking System (IBS).
 - (3) Provide the Defense Finance and Accounting Service (DFAS) with supporting documentation to generate customer bills.
 - (4) Manage related support systems.
 - (5) Negotiate ocean rates and, as directed by USTRANSCOM, intermodal rates and related services to meet DOD ocean and intermodal transportation requirements. Perform Administrative Contracting Office (ACO) and Contracting Officer's Representative (COR) duties.
 - (6) Manage the Defense Freight Railway Interchange Fleet, which is required to supplement the capability of commercial transportation carriers.
- p. Upon request of AMC, provide data residing in Statistical Collection of Passenger Travel (STATCO) for use in the GSA Airline City Pairs Contract.
- q. Be responsible for all surface passenger procurement negotiations and serve as the single face to the surface passenger carrier industry.
- r. Administer the DOD Military Bus Agreement.
- s. Administer the DOD Military Rail Agreement.

- t. Work with the Services and the Railway Industry in the development and/or modification of railroad switching and trackage agreements involving military installations.
- u. Issue military necessity letters essential to the National Defense to State DOT offices involving over dimension and overweight and/or special freight moving by the commercial trucking industry.
- v. Enforce commercial carrier industry to comply with DTR ITV requirements for tracking purposes.
- w. Coordinate Transportation Management Advisories with USTRANSCOM.

11. The CDR, MSC will:

- a. Provide ocean transportation, including ocean movement and support services, to the DOD Components as directed by USTRANSCOM.
- b. Provide USTRANSCOM and SDDC with information on the availability and status of ships in the Government-owned and MSC-controlled fleet, including chartered commercial ships.
- c. Charter vessels.
- d. Oversee the RRF in concert with DOT/MARAD, oversee ships requisitioned, and exercise operational control over those mobilization forces on behalf of USTRANSCOM.
- e. Recommend to USTRANSCOM activation of the RRF, the VISA, requisitioning of US-owned ships, or the acquisition or activation of foreign ships or other established mobilization programs IAW 50 U.S.C. § 196, and DODD 4140.1, Materiel Management Policy.
 - (1) When activation is under consideration, MSC, based upon information provided by the JCS/CDRs through USTRANSCOM, will inform the DOT/MARAD of actual or projected requirements for RRF ships or requisitioning. When directed by USTRANSCOM, MSC will request that the DOT/MARAD activate required RRF ships. Operational control of ships will be transferred from the DOT/MARAD to the MSC at activation.
 - (2) RRF activation, IAW law, is authorized under the following criteria:
 - (a) To meet a need for sealift capacity that can only be satisfied by a ship in the RRF, subject to conditions contained in the DOD and DOT MOA.
 - (b) To support deployment, sustainment, redeployment, and other transportation requirements of US armed forces in military contingencies.
 - (c) In support of CJCS exercises.
 - (d) For civil contingency operations upon orders from the SECDEF.
 - (e) Testing for readiness and suitability for mission performance.
 - (f) In connection with a transfer.

- (3) Ships activated IAW the above will not be in competition with, substitute for, or displace privately owned US flag vessels.
 - (4) MSC, in conjunction with USTRANSCOM, will determine the RRF ship(s) to be used to support the customer's lift requirements based upon availability, suitability, cost, and other factors. Ship activation dates will be a part of the selection process used to ensure different ships are activated. MSC will coordinate with the DOT/MARAD for the activation of requested ship(s).
 - (5) The requirement to activate RRF shipping to test for readiness and operational performance will be considered in the determination of ship activation for use in a contingency deployment or an exercise. Periodic activation is required to ensure ships are able to meet their breakout schedules and to enhance the readiness of the RRF. MSC will coordinate with the DOT/MARAD to preclude the activation of the same vessel repeatedly and to ensure the RRF Activation Plan is followed.
 - (6) When activating ships, USTRANSCOM and MSC will determine the type of ship best suited to complete a mission by utilizing factors discussed in Paragraphs 11.e.(2)(b) through 11.e.(2)(e) above and known funding constraints. When activating RRF ships, MSC will use the RRF Activation Plan and lift requirements to decide which ship(s) will be nominated to support an operation, mission, or exercise.
 - (7) Upon Presidential approval of authority to requisition ships, and when directed by USTRANSCOM, MSC will request that the DOT/MARAD requisition specific ships, which will be transferred from the DOT/MARAD to the MSC after they are requisitioned.
 - (8) MSC will notify ship owners which of their vessels are being considered for call up under the VISA. When directed by USTRANSCOM, MSC will notify ship owners which of their vessels are being considered for requisitioning and arrange for acquisition of particular ships with ship operators while keeping the DOT/MARAD informed.
- f. Act as the USTRANSCOM scheduling authority for ocean transportation (sealift) ships to support DOD requirements.
 - g. Study, analyze, and recommend requirements for ocean transportation systems.
 - h. Approve stowage plans and their implementation to ensure seaworthiness of the ship, safety of the cargo, and efficient use of ship space.
 - i. Billet and exercise control of all passengers aboard MSC ships. Administrative control may be exercised by the Services concerned. Assignment of supercargo personnel will be managed by MSC in coordination with SDDC and the supported CDR and his/her components.
 - j. Coordinate MSC operations with port authorities.
 - k. Promote the requirements, development, protection, and fielding of C4S to support ITV for ocean transportation.

12. The Area, Activity, or Installation CDR (or their delegated representative[s]) will appoint a member or civilian employee (not a contractor) as Transportation Officer (TO) to execute DOD traffic management policy and procedures to obtain transportation services. The appointed TO will be a fully trained and equipped member/employee of the activity or installation CDR's technical staff. The appointment will be accomplished by special order of the area, activity, or installation CDR IAW regulations of the military departments concerned.
13. The TO will:
 - a. Provide efficient, responsive, and quality transportation services within the assigned geographic Area of Responsibility (AOR) and ensure compliance with governing laws, directives, and regulations for cargo, personal property, and unit moves.
 - b. Provide technical direction, management, and evaluation of the traffic management aspects of the DOD transportation movement program on a worldwide basis, subject to the overall guidance, policies, and programs established by USTRANSCOM, the Code of Federal Regulations (CFR), and DOD Components.
 - (1) Prepare and edit shipment documentation to ensure quality electronic data and timely submission to support total movement business processes IAW timeliness criteria for higher level visibility, force systems, and downline stations.
 - (2) Support contingency, mobility, natural disaster, and humanitarian relief requirements.
 - (3) Provide contact information for the servicing TO as well as training on transportation procedures, documentation, clearance, and customs requirements to Unit Mobility Officers /Noncommissioned Officers and Government Purchase Card Holders with overseas shipping requirements in support of contingencies.
 - c. Act as a COR, alternate COR, or ordering officer when CTOs and other related traffic management functions are served under contracts.
 - d. Appoint one or more military members, civilian employees, or contractor personnel as Transportation Agent (TA) to assist the TO in his/her responsibilities. This may be accomplished by letter, which is to be retained in the transportation office. Service-unique procedures may require the TOs to request TAs be appointed by their CDR. Contractor personnel may not be appointed to perform any function involving the obligation or expenditure of Government funds. This also applies to tenant units.
 - e. Seek Antiterrorism/Force Protection (AT/FP) advice from the installation Force Protection Working Group.
 - f. Include AT/FP considerations in local transportation publications and procedures.
 - g. Plan, prepare, and document shipments IAW this regulation.
14. A Mobility Officer (MO) is the person(s) designated or appointed for planning, coordinating, and/or executing mobility operations for assigned or supported units. Responsibilities are further covered in DOD Component regulations.

15. Departure/Arrival Airfield Control Group, Port Support Activity, Beach and Terminal Operations, or Tanker Airlift Control Element (TALCE) will act as a focal point between the unit requiring movement and the arrival and departure point activity at the Port of Embarkation (POE) and Port of Debarkation (POD).

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